

Telegraphic News—Supplied by the Exclusive Service of the United Press and Bennett Cables, Supplemented by the Associated Press and Special Correspondents—More than twice what other local newspapers have.

GERMANY'S WAR LEADER

Stettin Maneuvers Prove It Will Be Count Von Waldersee.

LESSON OF THE MIMIC FIGHT

Croops Suffered Greatly From the Heat, but Bore Up With Prussian Pluck—Defects Disclosed in the Evolutions—Gossip From Berlin. Postmaster Bigelow Criticized.

Berlin, Sept. 15.—The military experts who have just returned from participation in the annual maneuvers at Stettin are unanimous in their praise of the masterly generalship of Count von Waldersee, who reversed the whole programme and snatched unforeseen advantages from the Kaiser himself.

The manner in which he conducted his part of the operation has confirmed the opinion that he will be the one who will guide the German armies in the next European war in which Germany shall be a combatant. As a tactician he is almost, if not quite, the equal of the late Field Marshal von Moltke and in respect of dash and energy is second to no general that Germany has ever had.

In regard to the fighting qualities of the German troops the notions formed by the various experts and correspondents differ somewhat, but in the main are favorable. One correspondent says the reserve men during the heat of the movements lay about upon the ground making it look like a field of battle strewn with wounded.

SOLDIERS WERE OVERCOME

During the climbing of the slopes for an assault the men dropped from the effects of the heat as though they had been shot and the army doctors robed around among them and administered reviving cordials to them.

The sanitary corps unfurled the heavy knapsacks from the fallen men and assisted them to rise to their feet. The men were always full of grit and moved forward as soon as they were able after they had recovered their strength.

The correspondent of the United Press, who was present throughout the maneuvers, contends that the men stood the hardships imposed upon them with wonderful fortitude and without any show of fatigue worth mentioning. It is true that some of them broke down and lay by the roadside, but these were comprised only a few hundred out of 120,000.

Of much more serious importance was the failure of the horse material under undue exertions. The cavalry became completely played out and the horses of the balloon detachment were overworked that some of them even touched snoring. The weight of the gas reservoir also proved too great a strain for the horses and these show the necessity for a radical reform of the military machinery. Another reform affecting the janics, introduced through the German cavalry of late years, seems imperatively necessary. The janics do good work for a single man sent out to scout in opening doors and windows, but in squadrons the lance becomes an incumbrance and even a source of danger to both man and horse.

OLD LANCES DOOMED

The infantry tried the new bayonets, which are of triangular shape instead of being shaped like the bayonet and it is conceded the latter style proves to be the most useful of any. The new portable tents were a great success. The men like them as they could be erected without the slightest trouble.

Before the Kaiser and the Emperor Francis Joseph of Austria parted the new Austrian cabinet was exhaustively discussed by them. The change in the ministry does not in the least concern the political situation or effect the Dresden, but the fact that it practically submerges the Austro-German group has given a twinge of uneasiness to the German Conservatives. In Berlin, especially, Radical entries office without a programme. Austrian Poles, with anti-democratic leanings, constitute a majority of the cabinet, so that there is not the slightest chance of a popular extension of the franchise, nor indeed of any liberal reforms. There is no reason therefore why the German Conservatives should not welcome the Baden ministry and probably the Austro-German group will soon decide to accept Baden.

NEW BRITISH AMBASSADOR

The appointment of Sir Frank Lascelles as British ambassador to Germany is taken as a forecast of Lord Salisbury's intention to enter into a closer friendship with the Dresden. The new ambassador is widely known to have German sympathies.

King Alexander of Serbia has approached the family of the Grand Duke of Hesse, upon the subject of arranging for his marriage to Princess Rytzylo, of Hesse, and it is understood that his representations have been declined, and that he has applied to the Princess Dolgorouki, the morganatic widow of Czar Alexander II, of Russia, who has two unmarried daughters, the Princesses Olga and Catherine, aged respectively twenty-one and seventeen years.

The Spanish government has ordered 30,000 Manner rifles for the use of the government troops in Cuba. The arms have been ordered from the Lowe gun works in England.

The Tageblatt and other Berlin newspapers are making an attack upon a supposed intrigue designed to oust Prince Von Hohenlohe from the chancellorship in favor of Count von Eulenstein.

FOULTRIE-BIGELOW'S POWER

These journals make reference to Mr. Postmaster Bigelow as endeavoring to work out influences against Prince Von Hohenlohe, and declare that his guesses in reference to the Emperor's intention with respect to the appointment of Count von Eulenstein are not approved in the court circle.

The Hamburg newspapers say that American imports of iron ore must have resulted in losses to the American shipper unless the freight from those districts to make the European mine more pliable to their desires, have arranged the shipments and are paying the losses themselves. The shipments, one paper thinks, may yet develop a profit, however, as the experiment proves the utility of the American ore for the German basis of steel processes.

A hundred thousand pairs of eyes will see your "Ad" if it's in The Times.

PEOPLE WERE SHIVERING

Mercury in This City Went From 65 to 46 Degrees.

At Freezing Point in New Hampshire. Heavy Frost in Pennsylvania and New York.

On Ninth street last night a Times man and policeman, who was all a shiver and whose teeth were beating a reveille, came together. "S-s-s-a-a-y," he said with an effort, "it's a-awful winter. I have just had a cup of t-t-t-e-a, and t-t-t-t-t! Whew! I wish the s-s-e-e-r-g-e-a-t'd come 't-long."

He was advised to beat himself, backman face degrees, and he scurried away to get inside his patrol box.

Typical autumn weather favored Washington yesterday, and the forecasters make out the prospects for to-day to be fair and warmer.

Because of the unusual heat prevailing during the greater part of last week the cool wave of the past two days has felt almost like winter, and there has been talk of frost, but the weather bureau has reported nothing within ten degrees of that temperature.

The lowest record for yesterday was forty-six degrees and the highest sixty-five. Nevertheless, the sudden change made life somewhat comfortable in the coolest part of the night, and fans, straw hats and ice-cream soda were not in demand when the day was warm.

Philadelphia, Sept. 15.—The weather in this city to-day has been remarkably cool for this time of the year. The thermometer at 6 o'clock this morning registered forty-three degrees. In one part of West Philadelphia a light fall of snow was reported this afternoon.

Geneva, N. Y., Sept. 15.—A cold wave struck the valley on Saturday, resulting in a heavy frost last night, which destroyed the few grapes and other crops not yet harvested. The thermometer registered thirty-two degrees at 5 o'clock this morning.

Greenville, N. Y., Sept. 15.—The mercury registered thirty degrees here this morning and ice formed. This is sixty-four degrees lower than last Wednesday.

Nyack, N. Y., Sept. 15.—There was a heavy frost through the interior of Rockland county last night, the first of the season. The lowlands were white early in the morning.

Oswego, N. Y., Sept. 15.—Oswego county was visited by a severe frost last night. The crops, particularly the grapes, sustained serious damage.

Concord, N. H., Sept. 15.—The mercury dropped to 30 above zero this morning. Trains reaching here this morning were white and heavy frost touched the tops of the hills. The frost was too high, however, to do much damage.

COLD AT RIZZARD'S BAY.

The Executive Household May Return Sooner Than Expected. Buzzard's Bay, Sept. 15.—The weather has been unusually cool to-day, and the Executive Household, who are with his family at Gray Gables, where open fires were not visible.

There are no visitors at Gray Gables, Secretary having returned to Marion. Should the weather continue cold the President and family will return to Washington sooner than they at first intended.

ISELIN'S GENEROUS OFFER.

He Proposed That the Whole Series Be Resailed.

New York, Sept. 15.—At the meeting of the officers of the New York Yacht Club held last Friday afternoon and evening, Mr. Iselin submitted these propositions for their consideration:

First. To call off the races of September 10 and 12, and offer Lord Dunraven to sail two other races in their stead.

Second. To reopen the whole question of the races and to call off all that had been sailed. This done to offer Lord Dunraven to sail him three other races for the cup. In other words to begin anew and wipe out the old record.

After a lengthy discussion, during which the subject was treated from every conceivable point, the propositions were submitted to a vote, which resulted negatively.

MICHIGAN MINE STRIKE.

Indications That It Will Be Ended Before a Long

Lansing, Mich., Sept. 15.—Unless the mine strike is settled this week the four companies of the Fifth Regiment State troops, now on duty here, will probably be relieved by four companies from the Third Regiment before Saturday.

Strong efforts will be made at to-morrow's meeting of the Miners' Union to declare the strike off.

Men favoring such action are openly advocating ending the strike, something they have not dared to do heretofore.

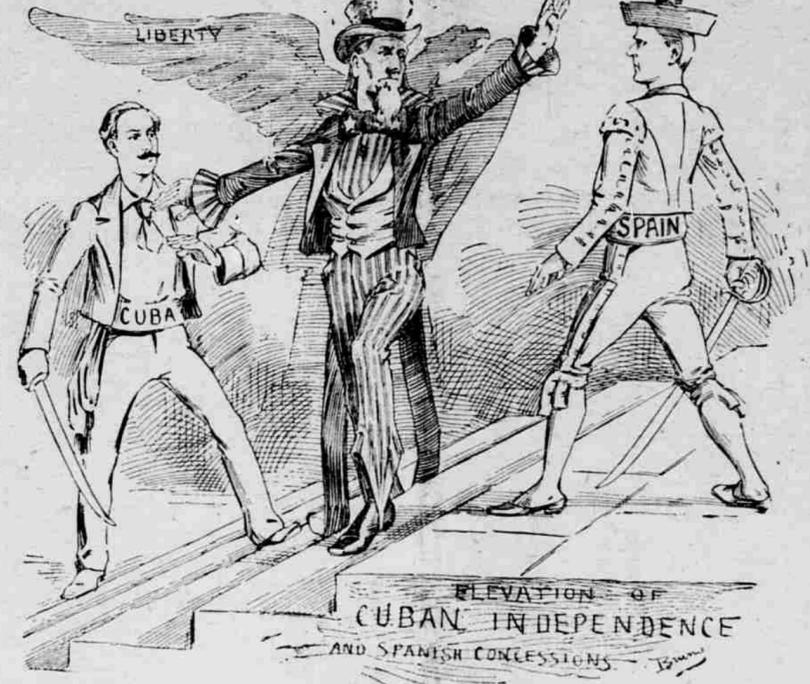
Good Times Corner.

Hollidaysburg, Pa., Sept. 15.—Representatives of the Cambria Iron Company, of Johnstown, were here to-day inspecting the Gaspport furnace, with a view to resuming operations at the plant with a large force of workmen.

Chicago, Sept. 15.—The Calumet furnace, of South Chicago, will "blow in" to-morrow morning, after having remained idle since the autumn of 1892. Between 1,500 and 2,000 men will be provided with employment.

Milville, N. J., Sept. 15.—The small army of unemployed glass-workers will be considerably reduced to-morrow when Flint factories numbers 2, 6 and 10, at South Milville, will start up. Messrs. Whitall, Tatum & Co. do not expect to have their factories in full blast until about the last of next month. They think, however, that once started the blast will be a steady one.

"COME DOWN, CORTEZ,



And Give Cubans the Freedom of Their Own Country."

WHY DUNRAVEN SULKED

Attempts to Account for It in Replying to Canfield.

LETTER CABLED TO LONDON

Claims That in the Absence of a Fair Field Any Party Has the Right to Withdraw Absolutely and Unconditionally From a Match—His Great Desire to Sail the Races.

London, Sept. 15.—The letter written by Lord Dunraven, under date of September 13, to the American cup committee of the New York Yacht Club, in reply to a letter from Mr. A. Cass Canfield, dated September 12, has been cabled by his lordship to the Royal Yacht Squadron for their consideration.

The substance of Mr. Canfield's letter was partly indicated by the statement posted at the New York Yacht Club on Thursday and signed by Commodore Smith as chairman, and Mr. Canfield as secretary, of the cup committee. This was to the effect that two members of the committee had been elected to represent the committee in their letter of September 11, that they regretted not having been able to reply to his letter on Thursday morning before the race, but that, as the reply would have been the same as that conveyed orally the night before, they did not consider the fact important that no reply had been made. Lord Dunraven's letter of September 11, it was said, was delivered at the New York Yacht Club at 1 a. m. of Thursday and was not received by them until 8 a. m. on board the committee boat.

The request that Mr. Canfield should not open my letter of the 10th instant until the (Defender) protest was decided was unnecessary, as the cup committee were not hearing the protest. But whether mine or Wednesday night was delivered at 12:15 a. m. or 1 a. m., and whether it was in the hands of the committee at 7 a. m. or 8 a. m., and whether my letter of the 10th instant was read at 12:30 p. m. or 2:30 p. m., appears to be a matter of minor importance.

NAMED NO CONDITIONS.

"What is of importance to me at any rate, is the totally unrefusable opinion, implied in your letter of the 12th instant, that in coming to the decision conveyed to you by my letter of the 10th instant, I went back on the agreement signed by President Smith, of the cup committee, and myself."

"You say you can only regret that the conditions named therein are absolutely necessary should not have been represented when the agreement to the terms was formulated." Permit me to observe that I named no particular conditions as indispensable as you will perceive on referring to the letter.

DUNRAVEN'S LETTER.

Lord Dunraven's letter, dated September 13, to the cup committee is as follows: "Gentlemen: I have the honor to acknowledge your letter of the 12th inst."

"You say that my letter of Wednesday night to Mr. Canfield was not delivered at the New York Yacht Club until 1 a. m. on Thursday, and was not in your hands until 8 a. m. There must, I think, be some mistake. I received Mr. Canfield's letter at 10:20 p. m. on Wednesday. My reply was delivered by my servant at the New York Yacht Club at 12:15 a. m. (Thursday) by the club clock. The steward's clerk in charge was called by telephone at 12:30 a. m., and requested to find out if Mr. Canfield was at the Knickerbocker Club, and if so, to deliver the letter at once. The reply was that they would endeavor to find Mr. Canfield; that he had a short time before left the Knickerbocker Club and that he had left word and would call at 7 a. m. to see if there were any messages for him."

"I hold that in any match a fair field and no favor is a condition precedent to any agreement, as to terms, and, falling in that, any person has a right to withdraw absolutely and unconditionally. The articles of agreement cannot, and are not intended to lay down fixed rules to meet every imaginable contingency. Certain contingencies have arisen, as you are aware, confining myself to the subject of my letter on overworking."

"As far back as October, I wrote concerning the difficulty of insuring a clear course, but I did not insist upon my views, because I thought the persons responsible should be free to take the steps that they thought best in the matter."

VIOLATED NO AGREEMENT.

"In view of their failure in this respect it might have been better if, in my letter of the 10th inst., I had absolutely withdrawn. My desire to sail off races was great, and I withdrew conditionally and suggested the steps which I thought would remove the difficulty. These steps were not taken and I held to my determination to sail no more, and in so doing I deny emphatically that I went back in any way on the agreement as to terms."

"I do not know whether Mr. Canfield and Mr. Bask officially represented the committee when they came to see me at the Waldorf. I judged by their conversation that they did not and I understand from them that the committee had not come to a definite conclusion upon the letter. I now conclude from your communication that they were officially representing the committee."

"In that case the proposal made by the committee was that I should withdraw from the determination expressed in my letter of the 10th instant and that I should sail the third and possibly the final race on condition that sufficient notice was secured at the start and that, in any further cases, my suggestion that the dates for the races and the time of starting should not be made public should be carried out."

"That proposal did not commend itself to me. No one denied the overworking of the yachts. I was willing to let the matter in their hands, stipulating only that they put an experienced and practical yachtsman on Valkyrie III."

"As far as I am concerned, I have no wish to continue the discussion, which you accurately describe as superfluous, and will conclude by expressing regret that if any desire to resail Tuesday's race was known to exist the regatta committee did not order it resailed under Article 10 of the New York Yacht Club regulations, in which case, whatever my opinion as to the cause of the fall may be, I should have been at the disposal of the committee; and that the cup committee could not see its way to adopting what appears to us the simpler course of holding the letter 'G' yesterday and postponing the race to such time as they had arrived at a definite conclusion upon my letter of the 10th instant."

"I have the honor to remain, very faithfully, 'DUNRAVEN.'"

GOVERNORS ON THE ROAD.

Passed Through Washington on Their Way to Chickamauga. Gov. Woodbury, of Vermont; Lieut. Gov. Mansur, with the full staff of officers and several friends, passed through Washington last evening en route to Knoxville, Tenn., to attend the encampment of the Sons of Veterans. Thence they go to Chattanooga to take part in the dedication of the Chickamauga battle-field on the 19th, 20th and 21st. From Chattanooga they will continue their route to Atlanta to visit the exposition.

To-night Gov. Wertz and staff, of New Jersey, will be in the city. They will have three special Pullman cars for the entire trip and will reach Chattanooga to-morrow.

Stock Farm Building Alabazre. Binghamton, N. Y., Sept. 15.—Word has been received here late to-night that the buildings upon the large stock farm in Appleton, owned by Col. Isaac Catlin, and formerly by ex-Secretary of the Navy Benjamin F. Tracy, are on fire.

Steamed oysters, steamed oysters, steamed oysters, the best, the best, the best. Midday luncheon, 5 o'clock dinner, a la carte, all day. Johnson's Cafes.

CAR MEN IN CONFERENCE

Important Midnight Session of Ninth Street Employees.

PHILLIPS' BAD TREATMENT

The Employees Complain That He Has Violated Promises and Is Endeavoring to Destroy the Street Railway Union—They Propose to Resist Orders That Are Unjust.

The biggest meeting of the Street Railway Protective Union held for many months was in session last night at Bunch's Hall from 11 o'clock till the early hours of the morning.

The business before the men was of the most important character and concerned every man belonging to organized labor in the District.

The employees of the Metropolitan Company were especially well represented and nearly every member of the Ninth street force was present.

It was a special session called to consider the grievances of a number of the Ninth street men who have their claim being subjected to the worst sort of treatment by President Phillips.

They say that he has defied the Union at one moment and thrown down the gauntlet of battle and in the next under the lash of public opinion and the control of his directors has made fair promises. But these promises are never kept.

AN EXAMPLE GIVEN.

It only needs the opportunity for him to do something to make the lot of the men harder instead of giving the relief agreed upon. One thing, for instance, is that the men on "swing" runs are given from 1 o'clock to 5 in the morning for rest and then again from 2:30 p. m. to 4. This, they say, is enough to kill anything but an iron man and they believe that is Mr. Phillips' intention.

He knows the union is under obligations to pay sick benefits and make some provision for men that die, and they think he is heartless enough to work deliberately for the ruin of the treasury and break them down in this way.

There are threats now against certain men who have incurred President Phillips' displeasure by their activity in the union, and some of them are already made to suffer.

THEY PROPOSE TO RESIST.

The F street employees are being called upon to supply the places of men on Ninth street and to work in places and ways where no union man has a right to go. They declare they will suffer anything rather than be driven.

The meeting was still in session at the hour of going to press and earnest and enthusiastic speeches were being made. The number present was being increased by men coming in, having got up an hour or two before time to go to work for the purpose of attending.

Whatever action is determined upon will be known only to the executive committee. Whatever is now doing the leading men of the union declare in the strongest terms will be final and before another settlement is made the company must give guarantee that promises will be kept even if that involves President Phillips' retirement.

FOUGHT THE FLAMES.

Five Men Hemmed In and All But Killed in New Jersey.

Camden, N. J., Sept. 15.—The forest fires reaching from the line of the Atlantic City Railroad southward as far as May's Landing, continued blazing today. For hours at a time the smoke obscured the sunlight at Egg Harbor, May's Landing, and Mervin.

Hundreds of men and boys fought the flames, but the stiff breeze blowing made their efforts of no avail. While fighting the fire late this afternoon at Huletown, a party of five men found themselves hemmed in, the flames having advanced on each side of them and then closed on their backs.

All of the party were more or less burned, but none seriously, except George Hayward, fifty-five years old, who was blinded by the smoke and fell. He was dragged to a place of safety by his comrades, but not before he was terribly burned about the head and body. He is not expected to live.

BOUGH TIMES AT SEA.

Passengers on the City of Paris Injured in a Storm.

New York, Sept. 15.—The American line steamship Paris reached her dock at 7 o'clock this morning, after having spent the night at Quarantine. The steamer experienced some very rough weather last Monday morning.

The force of the wind was such as to injure several of the people aboard. One of those injured was John P. Hopkins, ex-mayor of Chicago. He was thrown down in the cabin and received some bruises of the leg.

Another of the injured was Rev. Roland Hale, of England, an Episcopalian clergyman, on his way to Boston. He was knocked down on the deck and sustained a fracture of the right leg.

Capt. James Eshen, of Alameda, Cal., a second cabin passenger, was standing near a doorway when the wind slammed the door against him, cutting his scalp and bruising his shoulder. The captain started for San Francisco to-day.

SEISMIC DISTURBANCES. Severe Shocks in New Zealand and a Slight One in Iowa.

Yanover, Sept. 15.—The steamship Mlowera, from Sydney, arrived yesterday. She brings news of a severe earthquake in New Zealand.

At Taupo nearly every chimney was overturned and houses away violently. The inhabitants were greatly alarmed and camped out all night.

The road from Taupo to Kaungha has been completely blocked by landslides. It was the most severe shock since the Tararua eruption, nine years ago.

Duhange, Iowa, Sept. 15.—A slight earthquake shock was felt in this city about 3 o'clock yesterday morning during a pause in a violent storm of lightning, thunder, hail and rain.

WANDERING WILLIE'S BIKE. He Offers It for Sale Too Cheap and Is in Jail.

(Special to The Times.) Manassas, Va., Sept. 15.—A young man, giving his name as James Moore, looks like a tramp, is held here in jail for offering a bicycle, with a motor, for sale at a price for which he says he paid in Philadelphia \$50 and offers it for \$10.

Hesays he came from Alexandria yesterday and on his way to Atlanta, Ga. He claims Philadelphia as his home.

The number of the wheel is 6839, manufactured by Stewart & Loomis, Buffalo, N. Y. Morgan & Wright tires and Garford saddle.

PROF. RILEY'S FUNERAL. Details Have Not Been Concluded, but It May Occur To-morrow.

No details for the funeral of Prof. C. Y. Riley, who died in the city last evening from a heart attack, 2135 Wyoming avenue, have yet been arranged.

Mr. Charles Conzelmann, brother of Mrs. Riley, arrived in the city last evening from St. Louis and will remain until after the interment.

Owing to the absence from the city of so many of the most intimate friends of the deceased, it would be impossible for the funeral to be held at the residence of the family last evening, however, that service would take place before to-morrow, or perhaps later.

Reform in Oklahoma. Guthrie, O. T., Sept. 15.—The United States grand jury at Pawnee has returned forty-three indictments for pension frauds against leading county officials, attorneys, and a pension agent. The finding of the jury exposes a gigantic conspiracy to rob the government, and creates a great sensation.

Washingtonians in New York. (Special to The Times.) The following Washingtonians are registered in New York: Gen. Thomas L. Casey, U. S. A.; Mrs. M. L. Rogers, Miss E. Underhill, Park Avenue; R. N. Batcher, Fifth Avenue; O. O. Stealy and wife, R. Goldschmidt, Hoffman; H. B. Brown, Alhambra; E. M. Flannery, Broadway Central; B. F. Gilbert, D. O. Ray; E. Stevens, E. De Knight, Astor; M. Bell, Bull, Imperial; Dr. and Mrs. R. Jenkins; G. E. Lennon, Holland; Mrs. J. Rosecrans; J. W. Harper, W. Jones, St. Stephens; Mr. and Mrs. J. M. Spencer, New Amsterdam; F. J. O'Neill, S. E. Senter, St. Cloud; Mr. and Mrs. S. H. Allen, Murray Hill; Mr. and Mrs. H. H. Carter, Marlborough; H. Dimeck, St. Denis; T. Kellogg, Coleman; J. T. McElhane, Sturtevant; E. T. Price, H. J. Road, Continental; Mrs. W. A. Saville, Morton.

POLES ARE TO GO TO-DAY

Eckington Line Engages a Big Gang of Men for the Work.

BEGIN AT SEVENTH STREET

Times Fight on the Trolley Magnates Results in the People's Favor—Law to Be Obeyed After Many Broken Promises and Long Delays—Star's Opposition Vain.

The triumph of The Times over the trolley will be complete this morning, when the Eckington and Soldiers' Home Electric Railroad will begin to tear down the poles on New York avenue.

The company has ordered a contractor with a force of men to report at 7 o'clock this morning at Seventh street and New York avenue, where and where the first of the obstructions will be dug up, and then in order all of the nuisances in turn.

The contractor for this work is Mr. F. Tully, of No. 309 1/2 street northeast. He was called on last night, and while he was not very communicative, he admitted that he had received instructions from the general office of the trolley company to proceed to Seventh street and New York avenue with a gang of men at 7 o'clock this morning, where he will receive the necessary orders.

GIVEN HIS ORDERS. Mr. Tully would not say who gave him the instructions, but it was not Mr. Hans H. K. Gray, Mr. Tully thought the gentleman who left the notice was one of the officers. The contractor was asked if he would employ a large force of men and if he had a sufficient number engaged, he said that the gang would not be very large and in his opinion about forty men could take down the poles in a day.

The contract was closed late Saturday evening and yesterday afternoon was engaged. It is not at all unlikely that the force of hands will be very largely increased to-day and that the poles may be removed by midnight. This would be an advantage to the company, as it would enable them to make the horse car connection early in the evening at Edin street and Florida avenue.

The poles for the present will be stored at the power house and will no doubt be available for further construction purposes by the company.

The company has also closed a contract for the equipment of its lines in the city with electric motive power.

This contract has been awarded to E. Saxton, the street car contractor, and the work of equipping the line will be begun as soon as the F street line is finished. The work on the F street line will take about two months to be carried to completion, and then the Eckington and Soldiers' Home line will be begun.

NOT TO BE DELAYED. It has been agreed that the work shall not be begun until then because the contractor does not believe that sufficient labor can be secured to do that enough men can be secured, then at the same time, to do the work on the work on the Eckington line is not to be delayed.

The taking down of these poles is the direct result of the action of The Times company. For several years there has been a strong sentiment in this city against the trolley, and the company has been unable to carry out its plans.

This is the company's own way, as a sufficient number of men could be secured at the press of Washington until The Times entered the arena. The newspapers which have recently been published in the city, the victory over the trolley, were twice aroused from their slumber by the action of the company. The work was either willfully or ignorantly hindered to the false legal position assumed by the company.

The whole contention of the evening contemporary of The Times was that the Commissioners should not follow the advice of the Star in its contention that the fact that the Commissioners permitted The Times prosecution to proceed.

This prosecution meant jail or surrender for the responsible officers of the company, and they were wisely surrendered, for all this the company has to do is to need not be repeated here.

The people need only be told that up to the time that the trolley was taken down, the guarantee from the attorney of the trolley trust that the poles would come down, there was never a moment when the company was in a position to carry out its plan.

On the contrary, at the very time that a worried people was being told by the Star that the company would take down the poles, the company was actually declaring that he received the right in The Times' case to ask for a continuance until later.

Later on he threatened to make a jury case of it until the 23d instant at the earliest.

The truth is that the trolley company and its quasi newspaper opponent were badly rattled when The Times insisted on immediate action to be taken by the city and to be in the public eye as parties to the diaphanous game of delay, and when the fact went forth that the company and the company of the Star had not a peg to hang a legal point on. The Times pressed the court and the court did not.

STRIPPING THE POLES. The work of stripping the wires from the poles was commenced at 1:30 o'clock